

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8046

萬千秋元年紀念

MONDAY, NOVEMBER 29, 1909.

一月九日十一月三十日

55 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Sterling £15,000,000 at 1/- = \$15,000,000
Silver \$15,000,000
RESERVE LIABILITIES OF PROPRIETORS \$15,000,000

COPY OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman,
G. Balloch, Esq. Fr. Lieb, Esq.
J. W. Bandow, Esq. G. Shewan, Esq.
M. G. Barrett, Esq. R. Shewan, Esq.
G. S. Gibbons, Esq. H. A. Sloane, Esq.
C. R. Lehmann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND
WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 13th November, 1909. [20]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,300,000
RESERVE FUND \$1,575,000
RESERVE LIABILITIES OF PROPRIETORS \$1,300,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
Annum on the Daily Balances.
On Fixed Deposits for 3 months, 4 per cent.
" " " 6 " — 6 "
" " " 9 " — 9 "
WM. DICKSON,
Manager.

Hongkong, 5th April, 1909. [22]

YOKOHAMA SPECIE BANK,
LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,000,000

Head Office—YOKOHAMA

Branches and Agencies,
TOKIO. CHEFOO.
KOREA. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWUCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the Daily Balance
On fixed deposit:

For 12 months 4½% p.a.
" 6 " 3½% " " "
" 3 " 2½% " " "
TAKAO TAKAMICHI,
Manager.

Hongkong, 15th September, 1909. [23]

DEUTSCH ASIATISCHE BANK.
CAPITAL FULLY PAID-UP Sh. Total 7,500,000

HEAD OFFICE—SHANGHAI,
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hamburg. Hankow.
Kobe. Peking. Singapore. Tientsin.
Takao. Telukka. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction de la Banque Générale
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank für Handel und Industrie
Robert Warshauer & Co.
Mendelsohn & Co.
M. A. von Rothschild & Sons
Jacob S. H. Siers
Norddeutsche Bank in Hamburg, Hamburg,
Sal Oppenheim Jr. & Co., Koenig
Bayerische Hypotheken und Wechselbank,
Munich.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S BANK
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOHN,
Manager.

Hongkong, 4th December, 1907. [24]

Banks

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 4 PER
CENT. per annum.

Depositors may transfer at their option
balance of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 13th January, 1909. [21]

INTERNATIONAL BANKING
CORPORATION.

CAPITAL PAID UP GOLD \$2,350,000
ABOUT MEK \$7,225,221
RESERVE FUND GOLD \$2,350,000
ABOUT MEK \$7,225,221

HEAD OFFICE:
to WALL STREET, NEW YORK.
LONDON OFFICE:
THREADEADLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2½ per annum on daily balances and
accepts Fixed Deposits at the following rates—
For 12 months, 4½ per cent. per annum.

6 " 4 " " " "
3 " 3 " " " "

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 13th April, 1909. [25]

Intimations.

EXTRAORDINARY
BARGAINS.

Come All! Don't miss
this chance of getting such
cheap things.

Everything reduced except
the Regal Shoes.

Now is the chance to get
things cheap!

At THE SAVOY,
13, Queen's Rd. Central.

Hongkong, 27th October, 1909. [26]

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. 7.30 a.m. to 10.00 a.m. ...Every 10 minutes
10.00 a.m. to 11.00 a.m. ...Every 15 minutes
11.30 a.m. to 12.45 p.m. ...Every 15 minutes
12.45 p.m. to 1.15 p.m. ...Every 10 minutes
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 10 minutes
2.15 p.m. to 3.00 p.m. ...Every 15 minutes
3.30 p.m. to 5.00 p.m. ...Every 15 minutes
5.00 p.m. to 6.00 p.m. ...Every 10 minutes

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 9.15 p.m., 11.30 p.m. and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

14th Oct. 1909.

GREEN ISLAND CEMENT COMPANY
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask
ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag
ex Factory.

SHAW TOMES & CO.,
General Managers.

Hongkong, 15th August, 1909. [27]

Postal.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES
named—

FOR STEAMERS TO SAIL ON REMARKS

LONDON and ANTWERP via
SINGAPORE, PENANG, NAMUR About Freight and
COLOMBO, PORT SAID Passage.

and MARSEILLES 1st Dec. Freight and
Passage.

SHANGHAI, MOJI, KOBE & SICILIA About Freight and
YOKOHAMA, DELTA, SICILIA Passage.

SHANGHAI Capt. H. W. Kenrick, R.N.R. About Freight and
Passage.

LONDON, &c., via usual Ports HIMALAYA Non. 11th Dec. See Special
Capt. L. E. S. Spicer, R.N.R. Advertisement.

For Further Particulars, apply to E. A. HEWETT,
F. & O. S. N. Co.'s Office, Hongkong, 27th November, 1909. Superintendent.

Intimations.

LANE, CRAWFORD & CO.

TELEPHONE 97.

JUST RECEIVED.


NEW STOCK OF
"WALK OVER"
BOOTS
IN
BLACK, BROWN,
AND
PATENT LEATHERS.

SATISFACTION GUARANTEED WITH EVERY PAIR.

LANE, CRAWFORD & CO. [28]

KUPPER'S PILSENER
BEER

THE LEADING BEER IN THE FAR
EAST.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

15, Queen's Road Central.

Hongkong, 11th October, 1909. [29]

Hotels.

HONGKONG, CANTON, MACAO
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 1,265 Tons, "FATSHAN" 4,260 Tons, "KINSHAN" 1,675 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-China Steam Navigation
Company, Ltd.

GANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Sansi." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier.

[30]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

JULIA.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLIXIST" Capt. O. Fabre	WEDNESDAY, 1st Dec., Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"GOEREN" Capt. B. Welhelmi	About WEDNESDAY, 1st Dec.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iseki	FRIDAY, 3rd Dec., Daylight.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lebz	About SATURDAY, 11th Dec.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembil	Middle of December.

For further particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th November, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	ON COURSE OF CONSTRUCTION.
Width of Entrance ... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the situation of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, plates and angles all being tested by Lloyd's surveyors.

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 878, 800, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Lieberz, Scotts, A. 1, and Watsons.

Vokohama, April 28th, 1909.

THE STORY OF THE WAISTCOAT.

The 15th of October is an anniversary of someatorial interest. The waistcoat—when, at least, it is a "fancy vest"—is the last remaining vestige of the gaudiness which was once displayed in men's dress; and on October 15, 1666, Pepys chronicles its first appearance on the person of Charles II. The novel garment was a "long cassock" as the diary terms it, worn close to the body; it was of black cloth, pinked with white silk under it. Commenting on the introduction of the first waistcoat, Pepys says: "I wish the King may keep it, for it is a very fine and handsome garment." Without doubt, these words show that Pepys hoped that the waistcoat might endure; and so it has come to pass, for some time to this, although it has undergone many changes, the waistcoat has continued to be a part of men's dress, and there is nothing to suggest that it is in danger of being discarded.

Men will agree that the waistcoat is

A CONVENIENT AND COMMENDABLE CLOTHING

the absence of which would deprive them, to speak of no other discomfort, of an invaluable set of pockets. It appears strange, therefore, that it should not have come into being at an earlier date. But as the close fitting, slashed doublet—itself as brave and showy a garment as the vanity of man could desire—remained long in vogue, being still worn in the time of the first Stuart Sovereign. It is not difficult to suggest an explanation. The close doublet concealed the inner garment, whatever it may have been; the waistcoat proper was not evolved until the doublet, undergoing transformation into a coat, began to grow longer and looser, and to be worn slightly open so that the inner garment was revealed.

But this modification of the doublet did not at once bring the waistcoat into existence. Lengthening doublets, or coats, characterize the costume of Charles the First's time; they were, however, buttoned as far as the waist, at which point they allowed the shirt to be seen. In these waist-buttoned doublets the frock-coat of to-day is faintly foreshadowed, but it is clear that there were no waistcoats under them. The current fashion was to show the shirt, a strange hiatus between doublet and breeches. Soon after the Restoration

A SLEEVELESS VEST,

which likewise left the waist open, was worn under the doublet; it was not a true waistcoat. This style of dress was brought from France by Charles II. From beneath the fullness of shirt exposed by the open vest the breeches displayed their expanded width, with bunches of ribbon at the waist and lace ruffles below the knees; the doublet worn over the vest was richly laced and embroidered. So costly was this mode of attire that the king resolved to give the lead towards a more economical and sober fashion, and in the fulfilment of this design he donned the garment which Pepys hated with so much pleasure. As it fitted to the body and extended over the waist, it was well calculated to accomplish its purpose. It interfered with much of the fanciful adornment which had accompanied the short open vest; the splendid breeches, for example, were shorn of their ornamental bunches of ribbon that had daubed at the waist-line, and other retractions followed.

Such were the circumstances which attended the

INTRODUCTION OF THE WAISTCOAT.

It came in the name of economy and reform, but as long developed into an expensive and decorative garment as any which man has ever taken to himself. Gradually, it was extended downwards till it almost reached the knees; it was made of the richest materials; and the outer coat was shaped to hang well open to display its magnificence. Extravagance and love of fancy were simply transferred from one style to another, and on the waistcoat was lavished all the embellishment which previously had been bestowed on the breeches. Those flowered and embroidered waistcoats of sheer satin, with laced flaps, may certainly have been less troublesome and fantastic than the preceding fashion; but whether they reduced the wearer's account with his tailor is highly doubtful. Certainly, their utilitarian purpose was utterly forgotten; they were so long as to require a dozen buttons, more or less, but from the waist upwards they were left unfastened to disclose the richly frilled shirt. This was a very different garment from the "cassock" of sober black, tastefully relieved with glimpses of white silk, which it had been hoped would encourage a more restrained style of dress.

THE LONG FLAPPED WAISTCOAT remained in favour many years. It was still worn by noblemen and gentlemen when George I. was king. In the following reign a somewhat shorter waistcoat was prevalent, and from this time the flap began to decrease in length. Instead of reaching almost to the knee it came only half-way down the thigh; as men's dress became more simplified toward the close of the 18th century, and puffing, lace and embroidery were abandoned, the flap disappeared altogether. Some resemblance to it, however, is produced by the custom (which is said to be specially affected by Etonians) of leaving the bottom button of the waistcoat undone. Compared with its forerunners the inferiority of the

PRESENT-DAY WAISTCOAT

must be admitted. We should be thankful, on the other hand, that it has fewer fastenings; and after all it still permits to, as some mitigation, of the sombreness of masculine attire. Time was when men vied with the ladies in richness of dress. That men continue to hanker after a little dash and colour in their apparel the existence of the "fancy vest" demonstrates clearly. Did not the members of the Stock Exchange on one occasion offer prizes with the laudable design of encouraging taste in regard to those decorative garments? A really nice waistcoat is to adopt the medical dictum concerning fine clothes—a medical tonic. Like flowers on one's worktable, it tends to promote a cheerful frame of mind.—G.W.A.

WEATHER FORECAST AND STORM WARNING ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast, in front of the Water Police Station at Telim Sha Tsui, for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a HORN below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards and a HORN below indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.
In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock, Aberdeen, Waglan, San Ki Wan, Stanley, Tai Po, Cape Collinson, Shek Tan Kok.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

J. G. F. D. D.

Intimation.



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.
Glasses Ground. All kinds of Repair. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

London, CALCUTTA, SHANGHAI,
John Street, Bedford Row, W.C., Co. Bowes, Strand, 166, Nanjing Road.
Wednesday, 29th March, 1909.

CEYLON PRECIOUS STONES

of every description, and

other GEMS.

Hongkong, 31st August, 1909.

OFFICES, NO. 1, MORRISON HILL, ALSO OFFICES AT NO. 2 PEPPER STREET.

Apply to—

MESSRS. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th May, 1909.

[613]

TO LET.

OFFICES, NO. 2, CONNAUGHT ROAD,

EXMOOR, CONDUIT ROAD,

NO. 1 CLIFTON GARDENS, CONDUIT ROAD,

A HOUSE IN WONG-MEI-CHONG ROAD,

A HOUSE IN RIFTON TERRACE,

OFFICES IN YORK BUILDING

GODOWNS IN PRAYA EAST, BLUE

BUILDINGS, AND NO. 162, DES VŒUX

ROAD next to the Hongkong Hotel.

FLATS IN MORETON TERRACE.

NO. 10, DES VŒUX ROAD CENTRAL,

1st Floor.

[614]

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st November, 1909.

[615]

TO LET.

GODOWN, NO. 14, DODDELL STANLEY.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 11th September, 1909.

[616]

TO LET.

GODOWN, NO. 14, DODDELL STANLEY.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st July, 1909.

[617]

Intimation.

Powell's

ALEXANDRA
BUILDINGS.FURNISHING DEPARTMENT
FIRST FLOOR BY LIFT FOR

CROCKERY

DINNER WARE

Best English China and
Earthenware, Smart Designs
in 54-70-108 Piece Sets
from \$15 to \$125 Per set.Our Stock Line, in all White,
is Worthy for Your Notice.
This we are offering in 54
Piece Sets at \$18.00 and 70
Piece Sets at \$27.50 or any
Separate Piece Sold.BREAKFAST AND
TEASETSFinest English China, Tastefully Decorated in the Latest
Patterns 29 and 40 Piece
Sets from \$6.75 to \$45.Our Stock Line, in White and
Gold, is a Fine Thin China,
Fit for any Home. 40 Piece
Sets \$8.25 or any Separate
Piece Sold.

TOILET WARE

New Consignment of our well-known White and Gold
Quality at \$7.50 per set.
Breakages Replaced from
Stock.

ALSO

"Scipio" Art Design in Celeste Blue, Orange, Bronze
Green and Crushed Strawberry Colourings Bright
Lustrous Shades:POWELL'S
ALEXANDRA
BUILDINGS.

28, Queen's Road.

Hongkong, 29th November, 1909.

Auctions.

PUBLIC AUCTION.
THE Undersigned will sell by PUBLIC
AUCTION,

on

THURSDAY,

the 2nd December, 1909, at 2.30 P.M., at his
Sales Rooms, Duddell Street,AN ASSORTMENT OF
Comprising:-

LADIES' GUARDS, NECKLETS, SAPPHIRE, EMERALD, DIAMOND, RUBY and OPAL RINGS, BANGLES, ETC., JEWELLERY WATCH, CHRONOGRAPHS, BRACELETS, SIGNET RINGS, PENDANTS, SOLID SILVER TEA SPOONS by Mappin and Webb, Ladies and Gent's SILVER and GOLD WATCHES, CHARMS, BROOCHES, LOCKETS, CUTLERY;

ALSO

A few lots of BINOCULARS (Army and Navy) and by Rosselot, TELESCOPES, CUTLERY, XMAS TOYS, &c., &c. Particulars from Catalogues which will be issued.

On view on Wednesday a.m.
TERMS.—As usual.

G. P. LAMMERT,

Auctioneer.

Hongkong, 27th November, 1909. [801]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to sell by PUBLIC AUCTION, on

THURSDAY,

the 2nd day of December, 1909, at 3 o'clock in the afternoon, at his Sales Rooms, in Duddell Street, Victoria, Hongkong.

THE FOLLOWING VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTIES IN FOUR LOTS.

The Properties consist of:-
LOT 1—All that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong and known and registered in the Land Office as Section B of Marine Lot No. 34 together with the messuage erections and buildings thereon known as No. 80 Bodham Strand area 1,689 square feet. Term 999 years. Annual Crown rent \$10.19.

LOT 2—All that Piece or Parcel of Ground situate at Victoria aforesaid and known and registered in the Land Office as Sub-section 4 of Section B of Marine Lot No. 6 together with the messuage erections and buildings thereon known as No. 6 Bodham Strand. Term 982 years. Annual Crown Rent \$6.00.

LOT 3—All that Piece or Parcel of Ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as Sub-section 3 of Section A of Kowloon Inland Lot No. 213 together with the messuage erections and buildings thereon known as No. 38 Shanghai Street. Area 1,681 square feet. Term 75 years. Annual Crown Rent \$1.50.

LOT 4—All that Piece or Parcel of Ground situate at Victoria aforesaid and known and registered in the Land Office as Section D of Marine Reclamation to the Remaining Portion of Marine Lot 378 (held under and upon the terms and conditions of two several Agreements relating to the Reclamation) in front of Marine Lot No. 378 Remaining Portion dated respectively the 5th October 1839 and the 9th June 1890 and respectively made between Bruce Shepherd Acting for and on behalf of the then Governor of Hongkong of the one part and Tsui Tak Tong of the other part and between the said Tsui Tak Tong of the one part and His Excellency Sir Henry Arthur Blake, G.C.M.G., Governor and Commander-in-Chief of the said Colony of Hongkong and its Dependencies and Vice-Admiral of the same of the other part; by the first of which Agreement the Governor agreed to grant to the said Tsui Tak Tong his executors administrators and assigns a Crown Lease of the said premises for the term of 999 years upon the terms and subject to the conditions in the said Agreement mentioned and by the second of which Agreements in consideration of the Governor letting the said Tsui Tak Tong into possession of the said premises the said Tsui Tak Tong agreed (inter alia) to pay to the Governor the annual Crown rent of \$70.00 together with the messuage erections and buildings thereon known as No. 52 Connaught Road West and No. 1 Des Voeux Road West Area 793 square feet. Proportion of Annual Crown rent \$15.50.

For further particulars and conditions of sale, apply to

MESSRS. JOHNSON, STOKES & MASTER,

Solicitors for the Vendor,

or to

MR. GEO. P. LAMMERT,

The Auctioneer.

Hongkong, 15th November, 1909. [771]

PUBLIC AUCTION.

THE Undersigned have received instructions from W. D. GRAHAM, Esq., to sell by PUBLIC AUCTION,

on

FRIDAY,

the 3rd December, 1909, at 2 P.M., within his residence, "Hayter," No. 10, the Peak,

THE WHOLE OF HIS

VALUABLE HOUSEHOLD

FURNITURE

AND

EFFECTS including COTTAGE PIANO

by E. Krauss, Stuttgart;

ALSO

ONE GOOD JAPANESE and CHINESE CURIOS.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 27th November, 1909. [794]

YUEN HING,

No. 4, D'AGUILAR STREET,

FACTORY SWATOW KIA LAK

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DEALERS

in all kinds of hand-made

DRAWN and EMBROIDERY CHINESE

LINE, GRASS CLOTH, PRINTED

WARE, &c.,

all of the best quality.

Hongkong, 28th November, 1909. [795]

THE PRATAS ISLAND DISPUTE.

The Pratas Island dispute is now reported to have been finally settled. The only point which has been pending for some time was the question of the actual amount of compensation to be awarded. The Chinese committee appointed to investigate the question left Hongkong for the island on the 8th instant for a meeting on the island with the Japanese authorities, but owing to a rough sea preventing a landing put back to Hongkong. On the 13th instant the committee proceeded to the island, and it is understood that the question in dispute has now been finally settled, though on what terms is not stated in the report. Some weeks ago this matter was reported to have been finally settled, but apparently there was some hitch in the negotiations.—*Japan Chronicle*.

THE COAL INDUSTRY OF JAPAN.

STATISTICS FOR PAST TWENTY YEARS.

The *Yomi Shimbun* publishes an article on the coal industry of Japan from which a few extracts may be found interesting at a moment when there is talk of exporting Japanese coal to Australia in consequence of the strike there.

The rapidity with which the production of coal has been increasing will be seen from the following figures:-

1888 2,022,958 tons

1893 3,319,600 "

1898 6,749,620 "

1903 10,18,707 "

1908 14,825,361 "

The value of coal produced in 1908 amounted to more than \$3 million yen, equal to 60 per cent. of the total value of all minerals produced in the country for that year. The principal prefectures for the production of coal are Fukuoka, Hokkaido, Saga, Nagasaki, Yamaguchi, and Ibaragi of which the first-named is responsible for 60 per cent. of the whole production.

Regarding the domestic consumption of coal it should be noted that prior to 1887 the amount did not exceed a million tons, but since then the consumption has been steadily growing, as will be seen from the following statistics (the figures represent thousands of tons):—

Rail Facto-Salt-

Ships ways, ties, Makino, Total

1887 ... 251 19 136 334 830

1891 ... 341 118 742 439 1,711

1897 ... 893 890 1,846 500 4,090

1902 ... 1,534 704 3,474 788 6,501

1907 ... 2,331 1,043 4,420 774 8,571

As might be expected, the requirement of coal by the factories has been larger than that of the other branches the figures for 1907 being more than half the amount of the total consumption. With regard to the rate of increase, the consumption by the railways showed a 55-fold increase during the twenty years under review, that by factories a 12-fold increase, and that by ship a 9-fold increase. Classifying the consumption of coal by the factories in 1907 it will be seen that that used at the coal mines heads the list with about 1,500,000 tons, the spinning companies consume 450,000 tons, the Government Iron Foundry at Wakamatsu 400,000 tons, and other Government undertakings 350,000 tons.

The development of the coal export trade has been less remarkable, though it suffered a temporary check during the progress of the Russo-Japan war. The following are the details:-

QUANTITY EXPORTED VALUE

TONS. TONS.

1890 387,210 1,197,800

1894 1,094,750 3,288,800

1897 1,805,363 12,240,600

1903 3,433,460 19,160,500

1907 7,912,191 13,057,880

1908 2,863,110 18,233,980

The export of coal is subject to fluctuations according to the condition of the market, but generally speaking there has been a tendency of some decrease in recent years. The falling-off in export is due in a large measure to the increased demand in the domestic market, and the trade will doubtless be stimulated with higher production and a readjustment of price. The principal destinations of Japanese coal are Korea, China, Hongkong, and the Straits Settlements. The competitors of the Japanese product in these markets are Indian and Australian coal, but neither of these can be said to be formidable rivals. Prior to the outbreak of the late war with Russia, for instance, two-thirds of the coal imported into the Singapore market was Japanese, and although since that time the importation of Japanese coal has not been so large as before owing to the increased demand at home and the enhanced price, the markets in Hongkong and other China ports have not been involved by any competitor of Japanese coal. Yet the future of its export trade can hardly be regarded as easy or reassuring. The total production of coal in China for 1907 is estimated roughly at 10 million tons, of which the Kaiping mine contributed 1,500,000 tons. Of this quantity about 300,000 tons are consumed at Tientsin and neighbourhood, the remainder finding its way to South China ports, Hongkong, and Singapore. At present the daily output of the Fushun mine is only 2,000 tons, but when the Togo and Oyama mines are in working order by 1912 the yearly production will, it is estimated, reach 3,800,000 tons. This means that, even deducting the requirements in Manchuria, considerably more than a million tons will have to be exported. Again, the annual output of Taishan coal at present is 600,000 to 700,000 tons, but it is yearly increasing. When these circumstances are taken into consideration the future of the Japanese coal trade can scarcely be regarded with optimism.—*Japan Chronicle*.

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LIME FRUIT CHAM-

PAGNE.

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STONE GINGER BEER.

PALATABLE

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REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

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A. S. WATSON & CO.,
LIMITED,

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909. [28]

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS. nor to return any contribution.

BIRTH.

On November 21, 1909, at Shanghai, to Mr. and Mrs. H. Goecke, a daughter.

DEATH.

On November 21, 1909, at Shanghai, Leslie Little, infant son of Mr. and Mrs. Owen Little, aged ten months.

The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 29, 1909.

SHELL TRANSPORT AND
TRADING COMPANY.

Until the amalgamation with the Royal Dutch Petroleum Company, shares of the Shell Transport and Trading Co., Ltd., in which Hongkong investors have since become more or less largely interested, were obtainable in the local market under the value of £1. But from the time the scheme was concluded, they have been steadily going up on their merits until they have now attained over 250 per cent. the value it stood at four or five years ago. To the fortunate shareholders in Hongkong who have had the confidence and the foresight to see ahead, the new project whereby the capital of the Company is to be raised to provide additional funds for operating recently acquired fields in Roumania will be hailed as another acquisition promising bigger dividends in future. The scheme is outlined in the Stock Exchange Gazette which states that the ordinary capital of this company is to be increased by 200,000 £1 shares, to be issued at £1 each, thereby producing a sum of £500,000. The new shares will be allotted in the proportion of one new share for every eleven now outstanding, and on the basis of the current quotation of 75s the bonus is equivalent to about 25 per cent. The money is required to

enable the company to carry out a transaction which it has entered into conjointly with the Standard Oil Company, in regard to an extension of business in Roumania, where an additional oil property has recently been acquired. The financing of this new venture, including the purchase money, is estimated to amount to about £2,500,000 of which at least £1,500,000 will be found by the Standard Oil Company, and the balance by the amalgamated undertaking of which the Shell Transport Company is one of the most important constituents another being the Royal Dutch Petroleum Company. In our issue of Sept 30 last we pointed out that the Royal Dutch Company had recently extended its sphere of influence in Roumania, but it was not then apparent that the Standard Oil Company was also interested in the matter. The fact that this is so, however, proves what has been stated more than once in these columns, namely, that there is now harmony between the great oil companies operating in Europe and America, and, instead of the prolonged period of competition and price cutting which has hitherto prevailed, we are now at the commencement of a period of co-operation. The heads of these companies assert most emphatically that they have no intention of putting up prices against the consumer, but that, on the contrary, their only wish is to reduce their working expenses and to increase the efficiency of their organisation. This is a perfectly legitimate programme, and one with which it is impossible to quarrel. The position of the shareholders interested is undoubtedly very much improved by the latest development in connection with these companies, and we consider that the ordinary shares of the Shell Transport Company are well worth their present price. The shares of the Royal Dutch Company are not dealt in very much in this country, Amsterdam being the principal market for that Company's capital issue. The shares are, however, undoubtedly an excellent investment, and of equal promise to those of the Shell Company. The current price for the Royal Dutch shares is 45s per cent., namely, 4,500 guilden per 1,000 guilden share.

LOCAL AND GENERAL.

THE Legislative Council meeting is postponed till Thursday.

THE contract for building the new Gaol at Macao has been let for \$45,000.

A TELEGRAM from Yokohama to the C. P. R. Co.'s local agent advises that a marconigram announces that the R.M.S. *Empress of Japan*, which left Vancouver on the evening of the 18th instant, was 1,350 miles distant on Saturday at midnight, and that she would reach Yokohama at 6 a.m. on the 2nd proximo.

ON Saturday at noon the Hongkong Volunteer Cadet Company lined up at Blake Pier to give Lord Kitchener a send-off on his re-embarkation for Australia. They waited for sometime and saw no appearance of the Field Marshall. After remaining until one o'clock on the pier the boy volunteers made way for their homes.

LLOYD's agents in Manila cabled Messrs. Gilman & Co. this morning to the effect that a red lighter, derelict, has been seen in 19° N. Lat., 116° E. Long. [This is probably the lighter built by the Hongkong Dock Co. and lost, while being towed down to Manila, as reported in the *Hongkong Telegraph* last week.—Ed. H.K.T.]

AT the Criminal Sessions this morning, Li Wai Tong was again indicted on charges of the alleged concealment and removal of 305 jars of preserved ginger, thereby defrauding his creditors and deceiving the Official Receiver in Bankruptcy. The Attorney-General, instructed by the Crown Solicitor, prosecuted and Mr. C. G. Alabaster, instructed by Mr. W. B. Hinds (of Messrs. Bruton and Heit) was for the defendant.

ON Saturday night, a shipping man went to the Owl Grill Room with the intention of having a good time. He ordered refreshments to the tune of \$4 but refused to pay for them when asked to and constituted himself a nuisance to no one in particular but everybody in general. He was escorted to the Central Police Station, where bail was allowed in the sum of \$5. Having failed to put in an appearance at the Magistracy this morning, the bail was estreated.

THE Prince Regent, it is stated, proposes to send a Commissioner to Great Britain specially to confer with the British Government on the curtailment of the importation of opium into China. The Commissioner will be charged also with the task of studying the conditions in the opium-producing countries. It is stated that Prince Kung, the Chief Anti-Opium Commissioner, has ordered a report to be submitted on opium plantation in the different provinces to enable him to devise means for its entire suppression.

THE Ministry of Education has recently become alive to the great importance of providing a Chinese education for the younger generation of Chinese who are residing in distant foreign colonies. With this object the Ministry has given orders to its Secretaries to compile and issue a set of text books for special use by students in these foreign lands. These books will be issued to the Chinese schools in the foreign colonies, and it is hoped in this way to strengthen the affinity of Chinese abroad with their mother country.

THE London Gazette states that King Edward has granted his Royal licence to accept and wear the decorations mentioned conferred on them in recognition of valuable service rendered by them—Mr. J. D. Clark, editor-in-chief of the *Shanghai Mercury*, and Mr. E. M. Hunter, Quaker Iron Founder, Kobe, the Fifth-Class of the Order of the Rising Sun; the Rev. J. Batchelor, the Fourth Class; and Mr. W. Elliott, Higher Normal School, Hiroshima, the Fifth Class of the Order of the Sacred Treasure.

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POESY.

MARINERS BEWARE.

A CAPITAL OBJECT PRESENTED IN VERSE.

We have received the following epistle for publication—

To the Editor,
Sir (not Sorr),
For over forty years our ain'
Has been to help poor Jack.
When the snows of age have crowned him
And he's on the homeward tack.
We give a pension to the tar
Who isn't quite alone,
And a cabin sing at Belvedere
To Darby minus Joan.

The British Merchant Sailor is an indispensable link in binding together that great family, which, scattered throughout the world, goes to make the British Empire. It cannot therefore be to them a matter of indifference what becomes of the sailor when "Too fasho for another cruise"; when then the last wave has cast him high, and dry on the shores of the old country—too often, alas! a wreck!

The nature of his calling has largely prevented him making any organized provision for old age and his condition is often complete destitution. The Royal Alfred Aged Merchant Seamen's Institution has come to his assistance at this crisis of his life and over 2,500 such human derelicts have either found a home in the Institution's beautiful Park at Belvedere, Kent, where

These anchors are cast that all men are furius,
And they have weathered the ocean's deep chiding,
And safe from the buffeting waves of the world,
Here, in "Belvedere" haven, are riding.

or have been granted the out pension at their own homes throughout the United Kingdom.

No longer can it be said of the British Sailor that

... Where he goes and how he fares,
Nobody knows and nobody cares.

The committees are assured that many Britons beyond the seas would be glad to assist in this noble and patriotic work, and they would be greatly cheered and encouraged by such assistance.

I am, etc.,

J. BAILEY WALKER,
Secretary.

The theme or thesis originated with the Royal Alfred Aged Merchant Seamen's Institution, a charity which is worthy of support. But why all this fantastical humour?

CANTON VOLUNTEER CORPS.

SHANGHAI COMMENT.

The *Shanghai Times*, of 26th November writes editorially—

Signs that the new spirit which is developing in China is becoming momentarily stronger have been reading close upon each other in the past few months and now our Hongkong correspondent, in a telegram which we published yesterday, tells us of another and sufficiently thought-inspiring indication that the old order is passing rapidly. The peoples of the Two Kwangs have always been prone to chafe against authority and those Provinces have given China many of the men who have rendered themselves obnoxious to the country's rulers. It has also been remarked that the vernacular papers in the southern Provinces have been more vehement in their advocacy of reform than their contemporaries elsewhere. Indeed, many of those papers more than once allowed their vehemence to develop into violence, and the Viceroy was forced to take steps to keep them within bounds and to teach them that there is more than a distinction between liberty and license. The Canton Self-Government Society has now put forward a proposal which a few years ago would have been received by Chinese officials and foreigners alike with amazement and incredulity. The Society finds in the breakdown of the negotiations in regard to the frontiers of Macao a reason for the creation of a Volunteer corps similar to that at Shantou and, we are informed, has decided upon its establishment. It is not altogether clear that there is any very intimate connection between a diplomatic collapse and a Volunteer corps, but that is by the way. What is important is that a fearless claim should be made by an unofficial body to the right to maintain an armed force, which presumably would be paid by, and be at the command of, the Self-Government Society. Of course there is no possibility of the step proposed to be taken being sanctioned, as such compliance would necessarily involve the confession that the regular forces were incompetent or unreliable. Such an admission would have a most disastrous effect, and would render easier the work of the disruptive elements which at all times, and in other countries besides China are only too ready to take instant advantage of any and every opportunity. But the point is not the prospects of the extraordinary proposal being permitted to materialise. It is the fact that the claims of the Self-Government Society are becoming more grandiose and insistent which calls for more than passing attention. Many will be of

opinion that this must be regarded as still another illustration of the profligacy of a people who have for centuries been debased from participation in the government of their country in it, upon instant and full participation directly any concession is made to them. This view has much to support it and the danger involved may be a very real one. The attitude taken up by the people of Kwangtung and Kwangsi demands very careful consideration by those who are responsible for China's welfare at this crisis. The situation calls for delicate but masterful handling and it is to be hoped that this will be fully recognised by the Imperial advisers at Peking and the Viceregal representative at Canton.

BEFORE Mr. Justice Compton (Puisse Judge) in the Summary Court this morning, Amos Jooste, a former employee in S. E. Asia and Company, brought an action against S. A. Maricas to recover the sum of \$125, being amount of wages due. Mr. F. P. Holt appeared for the plaintiff and Mr. L. Almada was for the defendant. The case was adjourned.

SUBSCRIPTION GRIFFINS.

ARRIVAL IN HONGKONG.

The first batch of subscription offices for the annual race meeting to be held in Hongkong next February, arrived from Shanghai yesterday by the I. C. S. N. Co.'s *Chrysanthemum*. They were drawn for at Kennedy's stables. As far as appearances go, six of the animals seem to be superior to the rest. Three blacks should render a good account of themselves; they were drawn by Messrs. Ellis Kadourie, W. D. Jupp and H. E. Maj.-General Broadwood. Of the greys, Mr. W. S. Dupree seems to have picked out the best of the mob, while Mr. R. A. Kadourie and J. A. Jupp have drawn the best of the chestnuts. The detailed drawing is as follows:—

No. 1 chestnut, Mr. D. Macdonald.

No. 2 grey, H.E. Admiral Sir Hedworth Lambton.

No. 3 grey, Capt. Dwyer.

No. 4 grey, Mr. N. J. Stabb.

No. 5 black, Mr. Ellis Kadourie.

No. 6 cream, Capt. M. Taylor.

No. 7 black, Mr. W. D. Jupp.

No. 8 dun, Mr. J. C. Kitmarl.

No. 9 grey, Mr. C. E. Anton.

No. 10 grey, Mr. W. S. Dupree.

No. 11 grey, Mr. G. Ballock.

No. 12 grey, Mr. F. B. Marshall.

No. 13 black, Mr. H. N. Mody.

No. 14 chestnut, Mr. T. F. Hough.

No. 15 grey, Mr. W. W. G. Rose.

No. 16 grey, Mr. G. L. Henriquez.

No. 17 black, H. E. Maj.-Gen. R. G. Broadwood.

No. 18 chestnut, Mr. R. A. Kadourie.

No. 19 chestnut, Mr. J. A. Jupp.

No. 20 blue dun, Major Cobbe.

No. 21 brown, Major Eaton.

Now that public attention is centred on the progress of the Interport games, an unhepaticated cricket anecdote which verges on the side of the ludicrous is distinctly appropriate. The story runs that not so long ago, a well-known English team visited a country village to try conclusions with the local exponents of the game. It so happened that by a trick of outrageous fortune one of the local players was suddenly taken ill at the eleventh hour and the only substitute available to fill the vacancy was found in the person of a raw yokel who scarcely claimed to have played the game before. When his turn came to bat, he showed a decided tendency to run away from the wickets, which kept the wicket-keeper continually busy with repeated appeals to the umpire, who, strange to relate, showed a decided indulgence towards the raw youth. The latter, not having a rudimentary knowledge of the elementary principles of the game, saw in the wicket-keeper's efforts to "stump" him, a mean attempt to have him out of the field and so waited for a chance to turn round on the latter at an opportune moment. The next over he received he effectively blocked and started to run but after he was halfway from the crease, he suddenly stopped and looked round towards the direction of the wicket-keeper, who naturally stumped him before the latter had time to say "Jack Robinson." The yokel, however, waved the will w at the man behind the wickets, and with a vehemence which staggered the rest of the players, cried out: "Ah, you thief! rogue, I caught you red-handed that time!"

NOTES BY THE WAY.

THE INTERPORT OLYMPIAD.

The interport fixtures have, of course, been the outstanding feature of the week. Everywhere, the visitors from the North and South have been lionised, which is a happy fact to record, as the jealous preservation of Interport amenities should be one of the foremost duties of Far Eastern exiles. Although the visitors did not excel in Britain's national game as they would have exactly wished, their sportsman-like conduct throughout has maintained old traditions and the victory is therefore of secondary importance. At first, the pleasant anticipations of Hongkong's cosmopolitan community were somewhat marred by the non-arrival of the steamer conveying the Straits team to Hongkong and their thoughts were taken back to a past period when out of the total number of a visiting interport team, only two survived owing to the steamer's Foundering. It has been a providential occurrence that the tragic incident connected with the *Bokhara's* voyage has not been re-enacted and that the Straits team came out of their trying ordeal safe and sound. In the words of the Immortal Poet—"All's well that ends well."

A CRICKET STORY.

Now that public attention is centred on the progress of the Interport games, an unhepaticated cricket anecdote which verges on the side of the ludicrous is distinctly appropriate. The story runs that not so long ago, a well-known English team visited a country village to try conclusions with the local exponents of the game. It so happened that by a trick of outrageous fortune one of the local players was suddenly taken ill at the eleventh hour and the only substitute available to fill the vacancy was found in the person of a raw yokel who scarcely claimed to have played the game before. When his turn came to bat, he showed a decided tendency to run away from the wickets, which kept the wicket-keeper continually busy with repeated appeals to the umpire, who, strange to relate, showed a decided indulgence towards the raw youth. The latter, not having a rudimentary knowledge of the elementary principles of the game, saw in the wicket-keeper's efforts to "stump" him, a mean attempt to have him out of the field and so waited for a chance to turn round on the latter at an opportune moment. The next over he received he effectively blocked and started to run but after he was halfway from the crease, he suddenly stopped and looked round towards the direction of the wicket-keeper, who naturally stumped him before the latter had time to say "Jack Robinson." The yokel, however, waved the will w at the man behind the wickets, and with a vehemence which staggered the rest of the players, cried out: "Ah, you thief! rogue, I caught you red-handed that time!"

THE KING'S BIRTHDAY.

Hongkong observed the belated celebrations in connection with King Edward's birthday right royally. There was, of course, no review at Happy Valley, but in place of that imposing function, the troops were present at the unveiling of the Statues of H.M. the Queen and H.R.H. the Princess

Interport Cricket.

SEVENTH DAY.

HONGKONG (CHAMPIONS) v. THE REST.

[By Our Special Representative]

19th November.

Play in the Interport Cricket Tournament was resumed at ten o'clock this morning, when the Hongkong Champions met an eleven selected from the Straits and Shanghai teams. Excellent weather again favoured the cricketers. The teams were as follows:

HONGKONG.

W. C. D. Turner (Captain).

T. E. Pearce.

R. O. Hutchinson.

Capt. G. E. Garnett, R.A.

R. E. O. Bird.

Lieut. H. W. Green, 2nd Buffs.

Lieut. H. G. Bagnull, R.A.

W. N. Edwards.

Rev. H. W. Maundrell, R.N.

A. O. E. Elbrough.

R. E. H. Oliver.

THE REST.

Capt. Barrett (Captain).

P. H. Hennessy.

R. H. Clarke.

N. E. Grenier.

B. L. Eddie.

H. R. S. Zahndt.

S. G. A. Maartensz.

T. Maih.

N. L. Sparke.

R. N. Anderson.

D. Brand.

The umpires were Messrs. A. Mackenzie and T. G. Hickley.

Hongkong lost the toss and The Rest went first to the wicket, where Bird opened the bowling against Grenier from the Pavilion end. The first ball he straight drove for 2 and no more scoring followed off this over. Oliver took the ball at the other end and from his opening delivery, Eddie was smartly caught at point by Bird after scoring 4. Score—6-4.

Captain Barrett joined Grenier at the wicket and when he faced Bird's bowling he cut a flat ball through the slips to the boundary for 4. Oliver sent down a maiden against Grenier when the attack changed ends. Off Bird's next over, Barrett gave a chance behind and was narrowly missed by Green. Another maiden was here recorded and Oliver resumed the ball against Grenier who sent him to square-leg for a couple and cut him into the slips for one run. Barrett after scoring a single took a 'maiden' from Bird. From Oliver's next, Grenier had a pull round to leg for 2 and a hit to long-off for a single. Two more runs were added off the next over and then Grenier hit Oliver beautifully to the leg boundary for 4, and followed with a single to long-off, but from the subsequent ball Barrett was caught in the slips by Garnett. Score—24-2-6.

R. N. Anderson was next man in and after he had taken the remaining ball of the over, Bird again took up the offensive against Grenier and was sent behind to the boundary for 4; but no more runs were added off this over. Anderson opened his score by cutting Oliver's next ball into the slips for a single, Grenier did likewise with the subsequent delivery and then Anderson had a strong hit to point; smartly stopped by Bird, and a drive in the long-on for 3. He then straight drove Bird for a single and Grenier contributed another run from a short leg hit. A 4 bye followed and then Anderson sent Bird to the off boundary past cover-point for 4, and also had made a single. Off Bird's next Anderson hit him to the off for one more run and drove him to the Pavilion boundary for 4, bringing the score up to 40. When Oliver again took up the bowling both bats added a single and gave a chance which was missed by Bagnull at point. Off the same bowler, Grenier sent a high ball behind and a 2 resulted, which together with a series of singles sent the score up to 50. Upon Bird resuming the attack, Anderson straight drove him for one run and the next ball was a 4 leg-bye.

Garnett now took over the bowling and was sliced to the boundary for 4, followed by singles off each bat. Grenier took Bird's ensuing attack and sent the second delivery behind to the screen for 4. Anderson now faced Garnett, whom he drove to mid-on; where Pearce failed to stop him and a single was added. From Bird's subsequent over both bats had singles and Grenier drove to long-off for a couple. When Oliver took the ball again two more singles were added. The first delivery of Bird's following attack was a 4 by and Grenier also hit this bowler to long-off for one run. Anderson played the last ball of this over without scoring. When Garnett took the bowling again, he sent down a full pitched ball to Grenier, and was pulled round to the square-leg boundary for 4. Anderson was now facing Bird, and the first ball he took was sent high to short square-leg and was softly caught out by Anderson. Score—85-3-27.

R. H. Clarke joined Grenier at the wicket and sent Bird's second ball to square-leg for a single. The last was driven to long-off by Grenier for one more run and he thus retained the bowling when ends were changed. Only a single was scored off this over, and when Bird took the ball again Grenier was missed in the slips by Oliver and one run ensued. Two balls subsequently Clarke was neatly caught in the slips by Garnett with a one-handed catch. Score—90-4-31.

H. R. S. Zahndt went in next man and when he faced Garnett's bowling he hit him past point to the boundary for 4. Off Bird's ensuing over, Grenier hit a bit to mid-off for 3, bringing

off Garnett and retired with the score reading—106-6-2.

S. G. A. Maartensz went in next man but his turn of the wicket was short for after scoring a hit to the boundary behind for 4 and a single he was caught out in the slips by Oliver off Bird. Score—116-7-5.

Dr. Hennessy filled the vacancy at the wicket and took the last ball of Bird's bowling carefully. From Garnett's next attack, a 4 bye was registered and Grenier drove him to the long-on boundary for 4. At the next ball he was missed in the slips by Brand (who was holding substitute in place of Turner). In the next two overs both bats had singles and Hennessy cut Garnett nicely past point to the boundary for 4. When Bird again took up the offensive, Grenier straight drove him to the boundary for 4 and sent him to long-off for a single. The next ball sent down against Hennessy was a bye.

Oliver now relieved Garnett of the bowling at the Naval Yard end and was twice driven to leg—once for a 4 boundary, and once for 3. Hennessy faced Bird's next volley and made a single and the rest of the over was played without scoring. When Oliver again took up the attack, Grenier was neatly caught out. By Garnett in the slips. Score—152-8-79.

N. L. Sparke went out next to the wicket and took the remainder of the over without scoring. Hennessy contributed another 4 off Bird's next over by cutting him past point to the boundary and also pulled him round to the leg boundary for 4. When the bowling changed over, Sparke hit Oliver to short leg for a single but the rest of this over was fruitless of runs.

Bagnull now took over the bowling from Bird and sent down against Sparke a fast over which was productive of two wides. Turner now took his place on the field. Oliver's next over was a maiden against Hennessy. When Sparke again faced Bagnull he hit a nice ball to short leg for 2 runs but there was no more scoring off this over. Off Oliver's next, Hennessy had a straight drive for a couple and also cut him past point for 2 more.

Bird took over the bowling from Bagnull and his second ball Sparke stuck behind the boundary for 4. No more runs were added in this over. Hennessy again faced Oliver's attack and off the last ball was given out leg-before-wicket. Score—178-9-18.

T. Maih went in last man. When the bowling changed over, a 4 bye was added to the score off Bird's bowling and then Maih faced Oliver whom he hit to cover-point for a single. A leg-bye followed and then Sparke pulled the same bowler for 3. Off the next ball but one Maih was neatly caught out by Pearce at mid-off. Score—195-10-1. An adjournment was now made for tea.

AFTER TIFFIN.

After luncheon, the game was resumed at half-past one, when Hongkong opened their first innings with Pearce and Elbrough at the wicket. Pearce took the opening over from the Naval Yard end and cut his fifth ball past point to the boundary for 4. Clarke took up the bowling at the Pavilion end and at his first delivery Elbrough returned the ball straight to the bowler and was cleverly caught out by Clarke with a left-handed catch. Score—5-0.

W. C. D. Turner followed on at the wicket and had a nice drive to the long-off boundary for 4. When the bowling changed over Pearce cut Hennessy to the scoring board for 4. Several singles hits ensued off the next two overs and then Turner faced the attack from Clarke's end and bit him to the boundary at square-leg for 4. Off Hennessy's subsequent over, Pearce had a nice cut through the slips to the Pavilion for 4, followed by another cut for a single and a cut in the same direction off Turner's bat for one more run, bringing the score up to 20.

Maih now relieved Clarke of the bowling at the Pavilion end and Turner cut him into the slips for one run. Pearce straight drove him for another single, but the remainder of the over was unproductive of runs. Hennessy again took the ball against Pearce's defence and sent down a maiden. Turner then faced Maih's bowling, and cut him into long-slip for a single and in the next over Turner pulled Hennessy round to leg for a well-run. The remainder of this over was negotiated by Pearce without any increase in the score. Turner took Maih's subsequent attack and cut his third delivery into the slips for one run followed by another single off a straight drive by Pearce and a pull to leg for a 2 off Turner's bat. This brought Pearce again facing Hennessy's bowling and at the fourth delivery he cut the ball past point for one run, Turner sending the subsequent delivery in the same direction for a single also. From Maih's next volley Turner had a single into the slips and Pearce cut the same bowler through the slips to the boundary for 4, followed by a single off each bat and a long-off drive to the boundary for 4 off the last ball of the over. When Hennessy next took up the bowling Pearce was neatly caught at the wicket by Maartensz and retired with the score reading—52-2-19.

Captain Barrett followed at the wicket and in the next over from Grenier's end, Maundrell scored two long-off boundaries for 4 each, and two singles from drives in the same direction. An adjournment was made at half-past three, when the score stood at 173 for 8 wickets. The detailed scores are as follows:

THE REST.—FIRST INNINGS.

B. L. Eddie, c Bird, b Oliver 4
N. E. Grenier, c Garnett, b Oliver 79
Captain Barrett, c Garnett, b Oliver 6
R. N. Anderson, c Oliver, b Bird 27
R. H. Clarke, c Garnett, b Bird 1
H. R. S. Zahndt, l.b.w., b Garnett 4
D. Brand, c Green, b Garnett 2
Lieut. Bagnull, c Garnett, b Pearce 18
P. H. Hennessy, l.b.w., b Oliver 10
N. L. Sparke, not out 1
T. Maih, c Pearce, b Oliver 38

Total 195

BOWLING ANALYSIS.

THE REST.—FIRST INNINGS.
O. M. R. W.
Bird 23 6 59 3
Oliver 16 4 49 5
Garnett 9 0 47 2
Bagnull 2 1 2

Total 105

BOWLING ANALYSIS.

HONGKONG—FIRST INNINGS.
O. M. R. W.
J. Karr 9 14 2
T. H. King 7 25 2
W. N. Edwards 5 25 1
D. Bell 5 10 0
W. G. D. Turner, c Maartensz, b Hennessy

Captain Garnett, run out 0
Rev. H. W. Maundrell, not out 59

W. N. Edwards, b Hennessy 17

R. E. H. Oliver, c Eddie, b Grenier 18

O. Hutchison, c Brand, b Grenier 0

H. W. Green, b Hennessy 4

Lieut. H. G. Bagnull not out 4

R. E. O. Bird, to bat 0

Extras 1

Total (for 8 wickets) 173

BOWLING ANALYSIS.

HONGKONG—FIRST INNINGS.

O. M. R. W.

Hennessy 19 4 43 3

Clarke 8 0 40 2

Main 10 3 32 0

Spark 4 3 13 0

Grenier 2 0 15 1

Anderson 3 1 24 0

Extras 1

Total 173

TENNIS.

HONGKONG & SHANGHAI (DOUBLES).

Capt. Beasley and Cairns for Hongkong; Toussaint and Capt. Barnes for Shanghai. Referee—P. H. Kilmanek.

After the completion of the day's cricket, the doubles between Shanghai and Hongkong were played before a ring of interested spectators. Carr took first serve and Hongkong won the point; the next, however, went to Shanghai, 15-all. Score was called 30 and a doubtful point was given in favour of Hongkong. A serve to Shanghai levelled the score at deuce and Hongkong eventually took the first game.

Barrett took first serve for Shanghai, but the game went to Hongkong, whose placing was superior to that of Shanghai.

Beasley attacked and the score was brought to deuce. Tams' play, Hongkong won, thus taking 3 games to 2.

In the next game a long rally was sustained which Shanghai won, Beasley putting out Shanghai's serving first point.

Shanghai were playing better tennis now and their placing evoked applause. Hongkong were sound, however, and took the game. 4-1 Hongkong.

Point for point, it all was called; the game, however, went to Shanghai, 4-2, Hongkong.

The seventh game, Beasley's serve, saw some good strokes; Toussaint of Shanghai being applauded more than once. Deuce was called three times before Hongkong eventually won with 5 games to their credit as against two.

Toussaint again served and the score was called deuce after very close play and Hongkong won with 5 points to the next two.

Barrett again served and the game was called deuce after very close play and Hongkong won with 5 points to the next two.

Second Set. Carr opened and the first two points went to the visitors, but Hongkong by careful play drew level and won the game, 1-0 for Hongkong.

Hongkong were proving too strong for Shanghai and took the second game. Carr was playing a strong game for Hongkong, Beasley next served and Hongkong took the game in 4 points, 3-0 for Hongkong.

Carr took the next serve and Barrett making several faultless strokes Hongkong won, 5-0.

Toussaint was improving and made some very pretty strokes. Shanghai won the game, 5-1 for Hongkong.

Hongkong took the next game at "love" and the set 5-1.

Barrett served opening the third set, and Shanghai won the first game, more by Hongkong's mistakes than good play.

Carr in the next game committed the unanswerable 'sin' in terms of serving a "double fault," but Hongkong won the game and drew level with their opponents.

Barrett's play at the net was efficient, but he failed middle court. After some very pretty strokes Shanghai won and took the lead, 3-1.

The next game fell to the lot of Hongkong, making the score 3-2. Toussaint undoubtedly played a stylish and good game, but Barrett unfortunately was considerably weaker. Hongkong won the game by superior all-round play and the score stood 4-2. Shanghai came up strongly in the next game. Barrett at the net winning points and the game went to them the score going up 4-3 in Hongkong's favour.

Hongkong won the next game but Shanghai took the game following and the score read, 5-4 in Hongkong's favour.

In the next game deuce was called twice and Hongkong won the necessary two points and took the match by 6-4; 6-1; 6-2, 15 games to 7.

POLICE v. THE BUFFS.

This match was played at the Happy Valley on the Police Ground and resulted in a win for the Buffs.

POLICE.

J. Ogg, b Capt. Baird 3

T. H. King, b Windor 0

W. N. Edwards, b Wynder, c Baird 4

G. A. Woodcock, b Wynder 4

E. R. Hullifax, c Kelly, b Baird 2

P. P. J. Wodehouse, c Coleman, b Wynder 2

W. Pitt, c Capt. Baird 1

S. Bell, b Wynder, c Capt. Baird 0

S. G. Langley, c and b Wynder 8

J. Kerr, b Wynder 4

W. V. Cooper, not out 4

Extras 10

Shipping—Steamers.

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

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"EMPIRE OF JAPAN"	SATURDAY, DEC. 4TH.
"EMPIRE OF CHINA"	SATURDAY, JAN. 1ST.
"MONTEAGLE"	SATURDAY, JAN. 20TH.
"EMPIRE OF IRELAND"	TUESDAY, FEB. 15TH.
"EMPIRE OF IRELAND"	SATURDAY, FEB. 26TH.
"EMPIRE OF JAPAN"	SATURDAY, MAR. 26TH.
"Empress" Steamers	will depart from Hongkong at 7 a.m. "Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificient vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

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Via Canadian Atlantic Port 43.

Via New York 43.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. CRAIGIE, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For	Steamship	On
SINGAPORE	"AMARA"	WED'DAY, 1st Dec., 3 P.M.
SHANGHAI	"CHOISANG"	THURSDAY, 2nd Dec., 4 P.M.
MANILA	"YUKIANG"	FRIDAY, 3rd Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKANG"	TUESDAY, 7th Dec., 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 10th Dec., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).
The steamers *Kutsang*, *Namkang* and *Footang* leave about every 3 weeks for Shanghai and Yokohama returning via Kebs (Inland Sea) and Moji to Hongkong, providing a stay of 10 to 12 days in Japan if passengers leave the steamer at Yokohama and return at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

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Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

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Telephone No. 61.
Hongkong, 27th November, 1909.

[6]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS.	For	Leaves
"TAMING"	MANILA	30th Nov., 3 P.M.
"TIENTSIN"	THURSDAY ISLAND, COOKTOWN,	30th Nov., 4 P.M.
"CAIRNS, TOWNVILLE, SYDNEY & MELBOURNE"	"TAIYUAN"	1st Dec., 11
"AMOY, NINGPO & SHANGHAI"	"KA OHOW"	1st "
"SHANGHAI"	"HUNAN"	2nd "
"TSINGTAU, WEIHAIWEI & CHEFOO"	"KWEILYANG"	3rd "
"HAIPHONG, ZAMBOANGA, CEBU & ILOILO"	"BINGAN"	10 A.M.
"ZAMBOANGA, CEBU & ILOILO"	"KAIFONG"	4 P.M.
"SHANGHAI"	"ANHUI"	Daylight.
"MANILA"	"TRAN"	3 P.M.
"SHANGHAI"	"CHINHUA"	Daylight.
"SHANGHAI"	"OHENAN"	4 P.M.

S.S. "KUEIJOHOW" leaving on the morning of the 1st December will to the LAST SAILING THIS SEASON FOR TIENTSIN and applications for freight and passage should be sent in to this office as soon as possible.

Reduced Saloon Fares single and return, to Manila and Australian Ports.

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N.B.—Passengers must embark before mid night on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares including wines:—\$45/- single, \$80/- return.
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Telephone No. 16.
Hongkong, 27th November, 1909.

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
CAPITAN	8540	R. Rodger	MANILA	SATURDAY, 11th Dec., 11 Noon.
COLON	8160	R. W. Almond	"	SATURDAY, 18th Dec., 11 Noon.

Freight and Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 27th November, 1909.

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SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 27th November, 1909.

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Shipping—Steamers.

SOUTH AMERICAN LINE.

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Hongkong, 27th Nov., 1909.

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Hongkong, 16th November, 1909.

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S.S. "INDRAMAYO" ... On 14th Decem-

ber, 1909.

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SHEWAN, TOMES & CO., Agents.

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will be despatched for the above Ports on WEDNESDAY, the 1st December, 1909.

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ARNHOLD, KARBEG & CO., Agents.

Hongkong, 26th November, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL (With Liberty to Call at the Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "LOWTHER CASTLE" ... On 7th Dec.

FOR NEW YORK:

S.S. "SHIMOSA" ... On 22nd Dec.

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 27th November, 1909.

COMMERCIAL.

TO-DAY'S EXCHANGE.	
<i>Selling.</i>	
London—Bank T.T.	188
Do. demand	188 1/2 1/16
Do. 4 months' sight	188
France—Bank T.T.	177
America—Bank T.T.	49
Germany—Bank T.T.	177
India T.T.	129
Shanghai—Bank T.T.	75
Singapore—Bank T.T. per H. K. \$100	74
Japan—Bank T.T.	84
Java—Bank T.T.	104
<i>Buying.</i>	
4 months' sight L/C	173 1/16
6 months' sight L/C	190 5/16
30 days' sight San Francisco & New York	43
4 months' sight do	44
30 days' sight Sydney & Melbourne	110 7/16
4 months' sight France	234
6 months' sight Germany	182
Bar Silver	23 7/16
Bank of England rate	5%
Sovereign	112

SHIPPING AND MAIIS

MAILS DUE

German (*Großherz.*) 1st prox.
Indian (*Latsang*) 3rd prox.
French (*Polynesia*) 6th prox.

The Bank Line's. *Oceanus* arrived at Victoria on 26th inst.

The C. N. C. Co.'s. *Lima* left Shanghai on 25th inst., and is due here on 28th inst.

The C. P. R. Co.'s. *Empress of China* arrived at Vancouver on 26th inst., at 6 a.m.

The Bank Line's. *Severus* sailed from Sound on 24th inst., and is due at Yokohama on 1st prox.

The Bank Line's. *Asymetra* left Yokohama on 26th inst., and is due at Hongkong on 5th prox.

The P. & O. S. N. C. Co.'s. *Scilla* left Singapore for this port on 26th inst., at 6:30 a.m., and is due here on 4th prox., at noon.

The Shire Line's. *Cardigan* left Singapore for Hongkong on 27th inst., at daylight, and may be expected here on 4th prox.

The N. Y. K. C. Co.'s. *Tan o Maru*, American Line, left Yokohama for this port direct, on 29th inst., and is expected here on 5th prox.

The N. Y. K. C. Co.'s. *Ceylon Maru*, *Bomplay* Line, left Bombay for this port via Singapore on 26th inst., and is expected here on 10th prox.

The Imperial German Mail's. *Goschen* carrying the German mail with dates from Berlin of the 3rd inst., left Singapore on Saturday at 10 a.m., and may be expected here on Wednesday, at 6 p.m.

The M. M. Co.'s. *Polymer* with French Mails of the 7th inst., and mails from London of the 6th inst., left Singapore this morning at 6 a.m., via Saigon, and is expected to arrive here on 6th prox., and will leave for Shanghai and Japan on the same afternoon.

THE WEATHER.

The following report is from Mr. F. G. FIGG, Director of the Hongkong Observatory:

On the 29th at 12:05 p.—The barometer has fallen over W. Japan and at Wladiswoski owing to a depression which is approaching the neighbourhood of the latter station from the Westward.

Pressure is increasing over S. China, and it is high apparently, over the Upper Yangtze valley.

The monsoon will freshen again in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N. winds, freshening; fine.

2.—Formosa Channel, N.E. winds, freshening.

3.—South coast of China between Hongkong and Lemocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Abouï, Br. s.s. 1,350, J. B. Harris, 27th Nov., Shanghai 25th Nov., Gen.—B & S.

Shinano Maru, Jap. s.s. 3,960, K. Kawara, 28th Nov., Seattle 26th Oct., and Shanghai 25th Nov., Gen.—Y. K.

Choshu Maru, Jap. s.s. 1,301, T. Suruga, 28th Nov., Swatow 27th Nov., Gen.—O. S. K.

Haitan, Br. s.s. 1,181, I. S. Roach, 28th Nov., Swatow 27th Nov., Gen.—D. L. & Co.

Kashio, Br. s.s. 1,432, E. Laver, 28th Nov., Chingtao and Swatow 27th Nov., Gen.—B & S.

Breconshire, Br. s.s. 3,654, T. M. Tomlinson, 28th Nov., Gen.—J. M. & Co.

Chouhang, Br. s.s. 1,474, M. Courtney, 28th Nov., Shanghai and Swatow 26th Nov., Gen.—J. M. & Co.

Tjilatjap, Dut. s.s. 2,410, A. N. Lokony, 28th Nov., Wilite 23rd Nov., Coal and Gen.—C. J. L.

Talikosa Maru, Jap. s.s. 1,994, I. Fukui, 28th Nov., Dalny 22nd Nov., Coal—M. B. K.

Taiwan, Br. s.s. 1,160, Everett, 28th Nov.—Manila 25th Nov., Ballast—Wing Sing & Co.

Yuenlong, Br. s.s. 1,128, F. H. Rolfe, 29th Nov.—Manila 16th Nov., Hemp and Gen.—J. M. & Co.

Chinkiang, Br. s.s. 1,29, W. W. Kay, 29th Nov.—Daly 23rd Nov., Gen.—B & S.

Signal, Ger. s.s. 97, G. Schlaikjer, 29th Nov.—Singapore 18th Nov., Gen.—J. & Co.

Canton, Br. s.s. 865, Pirie, 29th Nov.—Lappkat 19th Nov., Kerosine Oil—Mr. Geo. McBain.

Nippon Maru, Jap. s.s. 3,452, A. G. Stevens, 29th Nov.—San Francisco 2nd Nov., and Manila 27th, Mails and Gen.—T. K. K.

Guarantees at the Harbour Office.

Deawongso, for Bangkok.

Choyang, for Canton.

Hoi Poek, for Kwang-chow-wa.

Castor, for Canton.

Kashia, for Canton.

Anhui, for Canton.

Peiping, for Ningpo.

Nansong, for Shanghai.

Departures Nov. 29.

Dafna Maru, for Swatow.

Orissa, for Shanghai.

Orissa, for Selangor.

Frischfog, for Haiphong.

Cai wen, for Canton.

Ku dyang, for Canton.

Calchas, for Singapore.

Anamha, for Tientsin.

Kiang Ping, for Canton.

Kueichow, for Canton.

Kuikung, for Canton.

Kuan, for Canton.

Nansong, for Shanghai.

Davao-song, for Bangkok.

Padang, for Shanghai.

Re-senders arrived.

For Yuemang, from Manila—Capt. Thomas F. Lyons, and Mr. Max Mirch.

Per Anhui, from Shanghai—Mr. and Mrs. Bridger, Messrs. Giulio and Chopard.

Per Hudson, from Swatow—Mr. and Mrs. G. F. Graham, Mr. and Mrs. E. Monier, Dr. McConnel, Messrs. W. A. Blamberg, R. Thrus, H. Donaldson, and 146 Chinese.

Per Shinkin Maru, from Seattle, &c.—Mrs. Littlefield and child, Messrs. F. N. Berry, K. Hanaka, F. Wetzel, C. Schluter, W. H. Cambridge, Fisher, Mrs. Brodhead, Mrs. Stuart, Mr. F. B. Elkins, Misses M. Miura, G. Honda, T. Ohenji, Lew Ben and H. C. Wong.

Per Sigal, from Singapore, &c.—See Observe.

Shipping Report.

Str. Chinkiang, from Dalny—Fine weather.

Str. Anhui, from Shanghai—Moderate N.E. monsoon and fine weather.

Str. Breconshire, from Japan, &c.—Moderate N.W. winds, fine weather.

Str. Taiwan, from Manila—Rough weather—moderate gale throughout voyage.

Str. Choyang, Shanghai and Swatow—Light variable winds fine and clear weather.

VESSELS IN PORT.

STEAMERS

Amara, Br. s.s. 1,350, Mattock, 24th Nov.—Java 13th Nov., Sugar—J. M. & Co.

Amigo, Ger. s.s. 822, H. Frandsen, 27th Nov.—Haiphong 22nd Nov., and Hoiohow 26th, Geo.—J. & Co.

Bourbon, Fr. s.s. 500, Le Bail, 13th Nov.—Saigon 6th Nov., Rice—Van Fat.

Chowta, Ger. s.s. 1,115, W. Möller, 25th Nov.—Swatow 24th Nov., Rice—M. & Co.

Drifur, Nor. s.s. 1,182, J. Bing, 26th Nov.—Bangkok 7th Nov., Gen.—Aagaard, Thoresen & Co.

Empress of India, Br. s.s. 3,032, E. Beetham, 19th Nov.—Vancouver 18th Oct., and Shanghai 17th Nov., Mails and Gen.—G. F. Co.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Prins Waldemar*, and Dec. 5 P.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Prins Waldemar*, and Dec. 5 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.) via Siberian Rail to Europe—Per *Empress of India*, 3rd Dec., 6 P.M.

Shanghai, Kobe and Yokohama—Per *Prins Waldemar*, 4th Dec., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Seattle, Wash.—Per *Shinkin Maru*, 7th Dec., 10 A.M.

Kuroo, &c., Inde, via Tuticorin—Per *Ernest Simon*, 7th Dec., 11 A.M.

Batavia, Charibon, Samarang, Surabaya and Macassar—Per *Tsilliwong*, 7th Dec., NOON.

Manila—Per *Tsun* 7th Dec., 2 P.M.

Singapore, Penang and Calcutta—Per *Fookang*, 7th Dec., 2 P.M.

Singapore, Penang and Colombo—Per *Sado Maru*, 7th Dec., 5 P.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Empress of India*, 8th Dec., 11 A.M.

Shanghai—Per *Cambria*, 9th Dec., 3 P.M.

DOCK RETURNS.

HONGKONG AND WHAMPoa DOCKS.

Prominent—At Kowloon Dock.

Likit—

H.M.S. Hart—

H.M.F.M.S. Rainha—

Kivisborg—

Prinz Waldemar—

Haiman—

TAIKOO DOCKS.

Kanchow—At Quarry Bay Docks.

Wyocie—

Paotong—

Tamio—

Taiyuan—

CHINA COAST METEOROLOGICAL REGISTER.

November 27th, 1900, a.m.

Bar. Th. Ha. Wu. W.

Vladivostok—

Nemuro—

Hakodate—

Fukio—

Kochi—

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon : later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES	VALUE	PAID UP.	POSITION AS PER LAST REPORT	RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE QUOTATION IN PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.									
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$15,000 \$150,000	\$2,001,810		Interim of 4/- for account 1909 @ ex 1/8 = \$22.72	4%	\$995 sales London £91
National Bank of China, Limited	99,935	7	6	{ \$4,000 \$3,000	\$30,553		\$2 (London 1/6) for 1903	...	805 buyers
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$15,000 \$150,000	\$208		\$10 for 1908	7%	\$162 sellers
North China Insurance Company	10,000	15	15	{ Tls. 150,000 Tls. 100,747 Tls. 118,877	Tls. 160,518		Interim of 7/8 for 1908	58%	Tls. 107 buyers
UNION INSURANCE SOCIETY OF CANTON									
Union Insurance Society of Canton	12,400	\$50	\$100	{ \$2,000,000 \$12,448 \$105,249 \$682,669	\$14,464,902		Final of 5/- making \$47 for 1907 and Interim of \$30 for 1908	54%	\$865 sales
YANGTZE INSURANCE ASSOCIATION, LIMITED									
FIRE 1	11,000	\$100	\$100	{ \$1,000,000 \$30,405 \$199,304	\$7 7,637		\$12 and bonus \$3 for 1907	7%	\$320 sellers
China Fire Insurance Company	70,000	\$100	\$20	{ \$1,000,000 \$43,661 \$138,803	\$375,341		\$6 and bonus \$2 for 1907	7%	\$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,43,173	\$168,711		\$27 for 1907	74%	\$375 sellers
SHIPPING.									
China and Manila Steamship Company, Limited	30,000	\$25	\$15	{ \$7,000 \$30,000 \$100,000	\$1,035		\$1 for 1906	...	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$8,000 \$30,000 \$110,000	\$1,700		\$1 for year ending 30.6.1908	...	\$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$8,645 \$40,000 \$140,000	\$13,755		Interim of \$1/- for account 1909	78%	\$301 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	\$5	\$5	{ \$1,000,000 \$40,000 \$140,000	\$1,000		6/- for 1907 on Preference shares only @ ex 1/8 11/6-53, 154	...	\$60 buyers
Do. Do. (Deferred)	60,000	\$5	\$5	{ \$1,000,000 \$40,000 \$140,000	\$1,000		Final of 5/- for 1908 and interim of 1/- for a/c 1909	...	69/6 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	{ \$1,000,000 \$165,000	\$61,817		\$1.00 \$0.50 for year ending 10.4.1909	4%	\$26 sales
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$165,000	\$8,181		\$1.00 \$0.50 for year ending 10.4.1909	31%	\$141
REFINERIES.									
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$350,000 \$56,848	Dr. \$1,558		\$5 for year ending 31.12.08	38%	\$159 buyers
Luzon Sugar Refining Company, Limited	7,000	\$1	\$100	{ none Tls. 100,000	Dr. \$136,173		\$5 for 1897	...	\$211 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	{ Tls. 100,000 Tls. 3,173	Tls. 38		Tls. 38 for year ending 31.12.08	...	Tls. 307
MINING.									
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	{ \$1,000,000 \$12,285	\$1,43		Final of 1/6 making 3/- for 1909	7%	Tls. 101
Raub Australian Gold Mining Company, Limited	150,000	1	18/10	{ \$1,000,000 \$14,78	Dr. £1,191		No. 12 of 1/-=48 cents	...	\$72 sellers
DOCKS, WHARVES & GODOWNS.									
Fenwick (Gt.) & Co., Limited	18,000	\$25	\$25	{ \$1,000,000 \$150,000 \$140,000	Dr. 17,411		\$1.75 for year ending 31.12.08	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	{ \$1,000,000 \$150,000 \$140,000	\$10,072		Note	...	\$621 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	{ \$1,000,000 \$121,000				...	\$53 sellers
SHIPPING & ENGINEERING.									
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 607,357	\$345,162		Interim of \$1/- for account 1909	...	\$159 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 10	Tls. 100	{ Tls. 607,357 Tls. 50,000 Tls. 12,818	Tls. 6,46		Final of Tls. 1/- for year ending 31.12.09	61%	Tls. 76 sellers
LANDS, HOTELS & BUILDINGS.									
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	{ Tls. 1,000,000 \$15	\$1,43		Final of 1/6 making 3/- for 1909	7%	Tls. 127
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000,000 \$15	Dr. \$1,434		Dr. 17,411	...	\$105 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	{ \$1,000,000 \$15	\$24,011		\$1.75 for year ending 31.12.08	...	\$17 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	{ \$1,000,000 \$10	\$19,272		\$5 for 1897	...	\$75 sales
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$1	{ \$1,000,000 \$10	\$16,475		\$1.43 for 1908	...	\$31 new b.
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ \$1,000,000 \$10	\$5,486		\$1.43 for 1908	...	\$9 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,528,045 Tls. 100,000	\$1,728		\$1.43 for 1908	...	\$30 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ none \$1,000,000	\$1,429,404		Interim of Tls. 3/- for account 1909	68%	Tls. 120 sellers
COTTON MILLS.									
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	{ Tls. 150,000 Tls. 15,359	\$1,880		Tls. 5 for year ended 31.10.08	38%	Tls. 143 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	{ \$1,000,000 \$10	\$9,553		50 cents for year ended 31.10.08	...	\$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 100,000 Tls. 50,000	Tls. 8,372		Tls. 6 for year ended 30.9.08 (8%)	...	Tls. 86
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	5,000	Tls. 100	Tls. 50	{ \$1,000,000 \$10	Tls. 4,829		Tls. 6 for 1908	...	Tls. 107
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	{ none Tls. 50,000	Tls. 5,921		Tls. 5 for 1908	...	Tls. 435
MISCELLANEOUS.									
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,000,000 \$15	\$642		15% per share for 1908	10%	\$10 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,000,000 \$15	Nil.		\$1.20 for 1908	...	\$121 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$15	\$64,076		50 cents for year ended 28.2.06	...	\$6 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,000,000 \$15	\$100,000		80 cents for 1918	...	\$14 sales
Dairy Farm Company, Limited	40,000	\$7	\$6	{ \$1,000,000 \$10	\$1,407		\$1.0 for year ending 31.7.09	84%	\$161 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000,000 \$10	\$1,891		Interim of 35 cents for account 1909	10%	\$161 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,000,000 \$10	\$1,756		8 cents for year ending 31.12.08	8%	\$12 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$1	{ \$1,000,000 \$10	\$1,195		St 1/- bonus 10 cts. for year ending 29.1.09	6%	\$201 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ none \$1,000,000	\$7,016		Interim of \$1/- for account 1909	10%	\$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$1,000,000 \$10	\$8,790		Interim of \$1/- for account 1909	81%	\$181 sales
Maaitschappij tot Mijo, Bosch- en Landbouwexploitatie in Lingkang, Limited	25,000	Gs. 100	Gs. 100	{ \$1,000,000 \$10	\$16,683		Taaid of quarterly of Tls. 1/- for account 1909	...	Tls. 690 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$1,000,000 \$10	\$2,04		8 cents on fully paid shares and 8 cents on 5/- paid shares for year ending 30.4.09	6%	\$131